

INFORMATION REPORT

CD NO. 25X1A

FLD 318

COUNTRY Rumania

DATE DISTR. 6 DEC 50

SUBJECT Danube-Black Sea Canal; Military Situation

NO. OF PAGES 4

PLACE ACQUIRED [redacted] 25X1A

NO. OF ENCLS. 5 sketches (LISTED BELOW)

DATE OF INFO. [redacted]

SUPPLEMENT TO REPORT NO. 25X1X



1. Prominent Rumanian engineers such as Anghel Saligly, Lescovar, and Ion Stoianescu-Dunare have studied this project for many years. Work on the canal began in the spring of 1945, and is scheduled for completion in 1950. Most of the work has been done by prisoners who have been promised a six months to one year reduction of their sentences. The prisoners work ten to twelve hours a day.
2. The length of the canal is 62 kilometers, with a 25 meter or 4 mm. per meter water-level difference from the Danube at Cernavoda to the Black Sea. The canal has a width of 80 meters and a depth of six meters. There are three locks, one at Cernavoda, one at Medgidia, and one at Navodari.
3. Construction is under the supervision of the Danube-Black Sea Company (DGC) with the assistance of Constructii Lucrari Speciale and the Sovromconstructie. Materials are supplied by the cement factories of Cernavoda, Turda, Resita, Intreprinderi Aeronautice Romane (IAR), and Titan-Nadrag-Calan. Materials from foreign factories include Ohrenstein and Koppel, Skoda, and the Soviet factories Kivovski and Djerjuskii. A new cement factory was built at Medgidia to produce cement required for the canal.
4. The maximum amount of labor and the minimum use of machines is enforced. Excavations and emplacements are made by shovels and push carts, and each laborer must dig one and one-half to nine meters of earth a day. However, there are Diesel engine Czechoslovak Skoda, type D-2 excavators with shovels of one cubic meter capacity, and Soviet excavators with shovels of one and one-half cubic meter capacity. These machines run on electricity supplied by two electric stations with a capacity of 500 to 1,000 kilowatts per hour.
5. The following trucks are used at the canal:
 - a. One hundred horsepower Diesel engine Skoda models with a seven ton capacity. They also have a moving platform.
 - b. Ninety horsepower Praga trucks with a three ton capacity.

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Next Review Date: 2008

Document No. [redacted]
 No Change in Class. [redacted]
 Declassified
 Class. Changed To: TS
 Approved For Release 2001/03/05 : CIA-RDP82-00457R006200280002-5
 Date: 23 JUN 1978
 By: OLS

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- c. One hundred horsepower Zis trucks with IAAZ Diesel engines; capacity three to five tons.
 - d. "Gag" Soviet type jeeps with four wheel drive.
 - e. A few Tatra trucks.
6. A few Soviet bulldozer tractors are being used. There are also tractors with a special excavating machine and a blade in front for dozing, believed to be of American caterpillar type. The American tractor has six cylinders, 120 horsepower, and a five cubic meter digging capacity, while the Soviet tractor has four cylinders, 80 horsepower, and a two cubic meter digging capacity. There are also German excavating machines marked Baggers with one cubic meter digging capacity shovels in the shape of pliers. They come from Durenstein and Koppel.
7. The most advanced work on the canal is near the colony Poarta Alba, where prisoners from the Ministry of Interior work. Fifteen kilometers of the canal have reached the advanced stage. The canal from Cernavoda to Navodari passes mostly through marshland. Parts of the canal pass through rocky hills, which rocks will be extracted and will be used for the construction of the port of Midia.
8. Personnel connected with the Danube-Black Sea canal project is as follows:
- a. General director of the project is Hosu, a former blacksmith laborer.
 - b. Director of construction for the port of Midia is engineer Cotoru, assisted by engineer Remu, Nicolae Cales, and Branescu.
 - c. Chief of work for the cement blocks is Balcu, assisted by Sampson, Solomon, Danielscu.
 - d. Chief of topography is engineer Ionescu, assisted by Georgescu, Gorjin, and Alfred Busch.
 - e. There are also chiefs of prison camps.
9. There are about 15,000 to 20,000 laborers between the ages of 15 to 60 working at the canal. The largest portion of the laborers, 15,000 to 18,000, consists of prisoners of the Ministry of Interior. They are paid 25 to 30 lei a day. They are located in four camps: Tasaul, Poarta Alba, Cernavoda, and Columbia near Cernavoda.
10. There are three classes of prisoners:
- a. Common law violators.
 - b. Persons attempting to cross the border.
 - c. Political prisoners.
- Prisoners who have not been condemned for any particular offense have an independent leader of administration supervised by political Communist organs. All the prisoners receive political indoctrination. Sometimes they are beaten and tortured and forced to work in sub-zero weather.
11. The prisoners at the Danube-Black Sea canal receive the following food and clothing:
- a. Morning: 250 grams of black bread, 200 centimeters of tea or 35 grams of marmalade.
 - b. Lunch: 250 grams of black bread, 350 grams of soup, 300 grams of beans or potatoes, and 150 grams of meat three times a week.

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- c. Dinner: 400 grams of maize flour bread and 200 grams of beans and potatoes.
 - d. Five cigarettes and 250 grams of soup per month.
 - e. Those who exceed their production quota by 15 percent receive 250 grams of bread in addition to their daily allotment; those who exceed their production by 50 percent receive 250 additional grams of bread and five extra cigarettes; those who exceed their production quota by 100 percent receive 250 additional grams of bread and 10 extra cigarettes.
 - f. In the summer the prisoners are issued short sleeve cotton shirts, underwear, short trousers, and boots; in the winter they are issued long striped trousers, long underwear, boots, an overcoat, light grey with white stripes. They are also given military packs to carry their lunches and blanket.
 - g. The prisoners have a pillow and a mattress, and those who have exceeded their quota receive sheets and pillow cases. Those who have exceeded their quota by a large percentage receive double decker iron beds.
12. The Commandant of the camps has the authority to permit or deny correspondence between prisoners and outsiders. Packages weighing 10 kilograms are permitted through the mails each month after they have been censored. It takes about 14 days for a package to go 500 kilometers.
13. The Informant also stated the following information concerning the prison of Constanta which is reputed to be one of the "best" in Rumania, although the food is poor. Food allowance is as follows: 250 grams of black bread each day, 500 grams of maize flour bread, and soup. No packages from home are permitted.
14. Guards at the prison and camps are soldiers belonging to the Ministry of Interior. They carry Soviet machine guns, Corcorowska-Brao type with a capacity of 72 rounds, and German rifles and light machine guns. They also have Mauser P.8 revolvers manufactured by Cugir (Rumania).
15. Personnel in the Constanta prison known to informant are as follows:
- a. Engineer Alfred Busch.
 - b. Engineer Georgescu Gorjan, and editor from Bucharest.
 - c. Engineer Virgil Constantin.
 - d. Architect Otto Arnold.
 - e. Gerdt Frahvenschleder, a former lieutenant in the German Army.
 - f. Captain Nicolae Apostolescu of the Royal Marines.
 - g. Prince Constantin Brancoveanu.
 - h. Gheorghe Solomon, a manufacturer.
 - i. Captain Gabrielescu of the Royal Marines.
 - j. Engineer Gabriel Gabrielescu.
 - k. Lieutenant Victor Stefanescu.
 - l. Lieutenant Rommel.
 - m. Phillip Koller.
 - n. Dr. Hartman.
 - o. Dr. Finklestein.
-) Former German prisoners of war in England
) and were imprisoned in Rumania for having
) attempted to cross the border secretly.
16. The military situation in the Danube-Black Sea canal area is as follows:
- a. All along the Black Sea coast former German emplacements and entrenchments have been cleared.
 - b. The airfield at Mamaia and the one at the village of Mamaia have both been cleared.
 - c. Coast artillery batteries, 150 to 180 mm., have been placed at the cape of Midia.

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- d. The anti-aircraft batteries around Constanta have been installed with new telemeters three meters long; German manufactured 45 mm. anti-aircraft guns have been placed inside the Constanta harbor near the Rumanian warships. There are also some Soviet torpedo and speed boats in the harbor.
 - e. Planes in the Constanta area consists of the two pontoon Avado type, Messerschmidt 109-G fighters, Douglas type transport planes, and Soviet manufactured "B" planes for the Soviet and Rumanian Armies.
17. Attached herewith are the following five sketches:
- Sketch A: The Port of Midia Under Construction.
 - Sketch B: Cement Block Construction at Midia.
 - Sketch C: Colony No. 2 - Poarta Alba.
 - Sketch D: The Danube-Black Sea Canal.
 - Sketch E: Colony No. 1 - Tasaul-C. Midia.

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